

IN THE CYCLING WORLD.

BICYCLE CALAMITY HOWLERS AT WORK.

LOCAL TRADE A LITTLE DULL OWING TO UNSETTLED WEATHER—NEW ROUTE TO THE MERRICK ROAD—RACING BOARD BODILY MIXED—CLUB NEWS AND NOTES.

It is only natural that the war talk and the miserable weather that has continued for nearly a month have more or less affected the bicycle industry in this district particularly. Local dealers have felt the depression for the reason that the public don't want to plough through mud and water to purchase a bicycle, or anything else for that matter.

The drivers of heavy vehicles on Long Island realize the importance of keeping this road in good condition, and there has been an unwritten law there that the drivers should use the whole road going to and coming from the city, which prevented the cutting of ruts which always occurs when a beaten path is followed.

The Racing Board of the League of American Wheelmen seems badly mixed and the members

week the number will be augmented by prominent riders who have been training further South. The Columbia team is training at Berkeley Oval. The men seem to be particularly well pleased with the new track there. The track is three and one-half laps to the mile, and when the new stands and clubhouse have been finished it will be one of the most attractive places of the sort in the country.

The runs scheduled by the local organizations for today are as follows: Greater New York Wheelmen, Valley Stream; Royal Arcturion Wheelmen, Bath Beach; Morris Wheelmen, Borden Point; St. Patrick's Locomotion Wheelmen, Valley Stream; Arion Bicycle Club, Rockaway Beach; Union League Wheelmen, Lynbrook; Amity Wheelmen, College Point; Century Wheelmen, Oakdale; Bowling Green Wheelmen, Seaford; Riverside Wheelmen, Morristown; Landra Wheelmen, Prospect; Empire State Wheelmen, Morristown; Manhattan River Club, Seaford; Kings County Wheelmen, Prospect; South Brooklyn Wheelmen, Bergen Point; Williamsburg Wheelmen, Paterson; Brooklyn Ramblers, Lake Success; Wheelmen of the City, Kings County; Totenville, Totenville; Totenville, Long Island Wheelmen, Yonkers; Mecca Wheelmen, West Chester; Red Wheelmen, Flushing; League Wheelmen, Flushing; Defender Wheelmen, Roslyn; Arcanum Wheelmen of Jersey City, Staten Island; Castle Point Cyclists, Roslyn.

The enthusiasm shown by the members of the Century Road Club of America in their coming spring century run over the Brooklyn-Oakdale course on May 15 augurs well for the successful accomplishment of the undertaking.

The Long Island Wheelmen have made up their club run schedule for May, and some delightful runs have been arranged for. The runs will be as follows: May 1, Yonkers, distance about forty miles, Edward Ashforth in charge. May 8, Morristown, distance about fifty miles, H. Blaisdell in charge. May 15, Seaford, distance about forty miles, W. L. Scoville in charge. May 22, Bath Beach, distance about fifty miles, J. S. Scoville in charge. May 29, Philadelphia, Saturday, May 28, meet at Staten Island Ferry, foot of Whitehall, New York, for 1904, in best riding to Princeton, Sussex Hotel, Sunday, May 29, Princeton to Philadelphia, about fifty miles, dinner at South's Restaurant, riding through Fairmount Park Sunday afternoon, Monday, May 30, dismounting day, century run from Philadelphia to Brooklyn via Plainfield, Morris, Jersey and Dover in charge.

The Crescent Wheelmen on Wednesday gave an entertainment and reception which was the last of the old clubhouse on No. 194 Greenwich. The club increased so greatly in membership that it was compelled to seek larger quarters, which the members have secured at North Moore and Varick sts. The house is being renovated for them. When completed, it will be one of the finest clubhouses in the downtown district. They will also give within the year three handsome gold medals to the rider who covers the most mileage and the one who attends the most club runs. The club runs for May will be to-day, to Nyack; on the 8th, the Firemen's

Century, on the 15th, Bowling Green Century, on the 22d, Ravens' Century, on the 29th and 30th there will be a club run from New-York to Philadelphia.

In order to increase the membership of the Century Wheelmen, and thus hasten the building of a new clubhouse, some of the members of the organization have joined hands with the club in its endeavor to promote the success of the movement by donating a number of prizes, to be awarded to the members securing the largest number of new members during the year 1898.

The list of prizes (which may possibly be added to from time to time) is as follows: Tandem, either combination or double diamond frame—Given by President Matthew Gibb. High grade diamond bicycle—Given by George R. Johnson. Gold-filled Waltham watch—Given by John J. McGraw. Gold chain emblem, with diamond link—Given by the Imported German oak casket clock, call it a quarter, hair, three-quarter and hour, etc.—Given by William Malber. Twenty-five dollars in gold—Given by James O'Neill. Five-hundred-dollar accident insurance policy (one year)—Given by the Centurion. Official club uniform and cap—Given by George Phillips. Two hundred and fifty dollars—Given by Henry Thurgood. Fair high-grade tire—Given by William R. Smith.

It is simply suicide. Do you suppose that clubs and promoters are going to continue to pay \$25 for a National circuit sanction when it gives no protection, when they can get an ordinary sanction for \$7, which this year will serve the same purpose? The division itself is naturally interested, in a financial way, in the success of a State meet, and the member of the Racing Board who allows a direct conflict with such a meet is not doing his duty to the division which is paying him a salary. If outside promoters desire to conflict and fight each other let them do it, for the League has nothing at stake. When, however, the National Board cannot or will not protect its National circuit, and members of the State Board do not protect its State meet, then it is about time for the League of American Wheelmen to give up the control of racing and go to digging potatoes or following some other pursuit where mental capacity is not a necessary qualification for the successful completion of the work. And the L. A. W. worker walked out with the air of a man who had said something which had hit the nail squarely on the head, and he had. Secretary Bull sat in deep thought for several minutes, but said nothing. He couldn't.

There is already a small army of racing men in this district, and by the end of the present

Ten dollars in gold—Given by Joseph H. Goodwin. Excelsior split steel tire—Given by Captain Charles One. One dozen linen handkerchiefs—Given by William W. Crowley. High grade sweater and pair of bicycle hose—Given by M. B. Appel. Complete set of road books—Given by Alexander W. Gibb. Bicycle saddle—Given by Dr. E. V. Hendon. Pair bicycle shoes—Given by George W. Conwell. Bicycle pump—Given by James A. Gibb.

Every prize named will be awarded. There are no restrictions or provisos whatever. The member securing the greatest number of new members prior to January 1, 1899, will have first choice of the prizes offered; the member securing the second largest number, second choice; the third largest, third choice, and so on.

Official runs of the Red Hook Wheelmen for the next three months are as follows: May 1, Flushing, Long Island; May 8, Eagle Rock, N. J.; May 15, Amityville, Long Island; May 22, Manhattan Beach, Long Island; May 29, Yonkers; June 5, Fort George, N. Y.; June 12, Grant's Tomb; June 19, City Island, N. Y.; June 26, Coney Island; July 3, Stamford, Conn.; July 10, Silver Lake, Staten Island; July 17, Valley Stream, Long Island; July 24, Avoca Villa, Long Island; July 31, Long Branch, N. J.

The Roe brothers, of Patchogue, Long Island, have finally decided to have a bicycle race on Roe's track Decoration Day and are preparing to have it prove a success. The sanction has been received and every effort will be made to secure as good riders as possible.

They propose to offer good prizes to induce good contests, which will consist principally of unset diamonds, etc. They have also succeeded in getting the sanction for the one-mile Long Island championship race, which will be run on the same track, probably the last week in August. This race is considered the greatest of the year for Long Island riders, and no doubt will cause considerable enthusiasm and will bring out crack riders and a large attendance.

The second annual century run of the Plaza Wheelmen will be held on May 15 to Oakdale and return. There will be two divisions. The slow division will start from Prospect Park at 6.30. The second division, which will be a fast one, will start at 8.30. The entrance fee will be 50 cents and the surpluses, about 50 cents extra. For information apply to Secretary Thomas R. Keyser, No. 297 Flatbush-ave.

Cyclists generally recognize the sweater as the most comfortable garment when riding, but so far the somewhat untidy appearance has induced many to forsake them for an ordinary shirt. The one thing lacking when wearing a sweater is the possibility of using a linen collar. George Norris, of London, is now stocking a sweater light in texture and eminently suitable for cyclist's summer wear, fitted with an ordinary neckband to accommodate a linen collar. When using one of these sweaters the rider not only gets the comfort, but he can maintain an unblemished spectacle to the world, complete with linen collar and tie.

A good-fitting pair of cycling shoes makes a vast improvement in a rider's style or pace. It is a good plan to buy new shoes in the summer, when the winter stockings are worn, and by the time the winter season comes around it will be found that they are quite big enough to admit of thick woollen stockings being used.

When a hill has to be mounted, the cyclist should pedal evenly and quietly at first, reserving his energy for the last part of the incline, when the work will be far less exhausting.

A cyclist who passes a conveyance on the wrong side and meets with an accident puts himself out of court in case of damage to his machine or person.

Nobody need ever fear the clutch of rheumatism, which takes regular moderate exercise on his wheel.

When cycling, get the clothing around the stomach, chest and neck loose.

Cyclists desiring to join the League of American Wheelmen may obtain full printed information and membership blanks by sending their names and addresses to the Cycling Editor of The Tribune.

THE L. A. W. NATIONAL MEET. BOOZERS PREPARING TO ENTERTAIN THE THOUSANDS OF CYCLISTS WHO WILL GO TO INDIANAPOLIS IN AUGUST.

Indianapolis, April 30 (Special).—The official race programme of the 19th Meet of the League of American Wheelmen has been decided upon, and the experts who have examined it say that it is the greatest race programme ever arranged for a national meet. Herbert Foltz, chairman of the Race Committee, has spent weeks on the programme, and has called to his assistance all of the leading race promoters and members of the Racing Board and handicappers in the country. Many of these men were asked to prepare a programme for the three days race meet, and from the dozen submitted Mr. Foltz has incorporated some suggestions from each, and embodied them, together with his own, in the official programme for the race meet.

There will be three days of racing, with six races each day. The heats will be run in the morning, beginning at 10 o'clock, and the finals at 2 o'clock in the afternoon. There will be two or more championships each day, in addition to handicap, pursuit races and multiple racing. No first prizes in the professional races at less than \$100, and in several of them the first money is \$200.

The big race of the first day will be a two-mile multiple handicap race, professional, amateur, for a purse of \$300. There will also be on that day the two-mile professional championship, for a purse of \$200. The second day's programme has a star feature in the Great American Handicap, two miles, professional, for a purse of \$1,000, of which \$300 will be distributed in the trials and semi-finals. The first money in the finals will be \$200. This is the biggest race ever promoted at a national meet. The half-mile National championship will also be run on that day. The one-mile professional championship will be run the third day. But the leading feature of that day's programme will be the international pursuit race, which will call out all the foreign riders in the country. There will probably be in addition a middle-distance race at night, but the arrangements for this have not been completed.

NATIONAL MEET PROGRAMME. First day: One-mile handicap professional, \$100, \$50, \$25, \$10, \$5, \$10. Two-mile handicap professional, \$200, \$100, \$50, \$25, \$10, \$5, \$10. Intermediate handicap professional, \$100, \$50, \$25, \$10, \$5, \$10. Two-mile multiple handicap professional, \$100, \$50, \$25, \$10, \$5, \$10. Five-mile handicap amateur, \$50, \$25, \$10, \$5, \$10. Second day: One-mile handicap amateur, \$50, \$25, \$10, \$5, \$10. Half-mile National championship professional, \$100, \$50, \$25, \$10, \$5, \$10. Quarter-mile handicap amateur, \$50, \$25, \$10, \$5, \$10. One-mile tandem championship amateur, four prizes, \$100, \$50, \$25, \$10, \$5, \$10. Great American handicap two miles, professional, \$1,000 in trials and semi-finals, \$300, \$150, \$75, \$25, \$10, \$5, \$10. Two-mile handicap amateur, \$50, \$25, \$10, \$5, \$10. Third day: Amateur National championship one mile, \$100, \$50, \$25, \$10, \$5, \$10. Two-mile handicap professional, \$200, \$100, \$50, \$25, \$10, \$5, \$10. Two-mile handicap amateur, \$50, \$25, \$10, \$5, \$10.

The war has not in any way affected the enthusiasm of the members of the 26 Meet Club, and they are going steadily about their work of preparation for the coming season. The Executive Committee of the club has been organized, and the preliminary work has been done. The track company has everything in readiness to begin work on the new day track, and the club will be in full operation by the first of August. The Executive Committee will have the fastest track in the country this summer. An effort will be made to have a large attendance at the preliminary meet and the State meet which will be held before the National meet.

The Executive Committee will decide on the official hotel this week. It is likely that the Denison House will be made the League headquarters for the coming season. The Executive Committee will also have a meeting at Tomlinson Hall and the L. A. W. clubhouse, within a block of Meridian-st. The principal object of this meeting is to discuss the preliminary work which has been done. The track company has everything in readiness to begin work on the new day track, and the club will be in full operation by the first of August. The Executive Committee will have the fastest track in the country this summer. An effort will be made to have a large attendance at the preliminary meet and the State meet which will be held before the National meet.



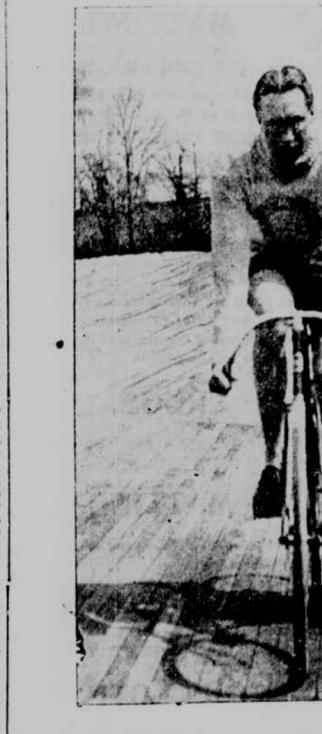
COLUMBIA'S FAST TANDEM TEAM.

are thousands who did not get the chance, and there are many thousands who are waiting for settled weather to get out on the road. The conditions have furnished the calamity howlers with an opportunity to sound their tale of woe and they have not been slow to take advantage of it. It is surprising to some of the manufacturers that sometimes the howlers come from sources which are supposed to protect and encourage the trade. The officials of certain trade publications seem to have been scared out of their wits at a little rainy weather, and possibly the chance that some of them may be called upon to take up arms for their country. The splendid trade experienced by the manufacturers and dealers throughout the country during the fine weather of March was a pretty sure indication that this would be a good year for the wheel. The subsequent bad weather has caused a slight dropping off in trade, but to call it a slump is fudge and nonsense. The effect has been felt here more than in any other section of the country. New-Yorkers don't enjoy wheeling in chilling rains and mud and they will have none of it. In other places, perhaps, the people are not so careful. On the last three Sundays the cyclists who were out in the afternoon and rode any distance from their homes were caught in heavy thunder-storms and were thoroughly drenched. All are hoping, however, for better weather in May. If their hopes are realized the number of bicycles on the roads and the happy faces of the dealers and makers will make the calamity howlers take to the woods. Some few makers have felt alarmed and have greatly curtailed their advertising. They will see their mistake later and the sensible maker who has courted publicity right along will reap the profit which is deservedly his. Officials of the Board of Trade of Cycle Manufacturers say that they find the trade throughout the country prosperous and conservative. They say that the large manufacturers are filling orders promptly and yet that there is no chance of an overproduction.

Theodore F. Merselce, well known in the trade and in wheeling organizations generally, is a man who keeps pretty well posted in cycling matters. When seen yesterday he was in a talking mood, and he discussed the cycling conditions with a precision that showed careful thought and a knowledge of the question at issue. "People are a little excited and feverish just now," he said, "but that feeling will soon wear off. Within a week or ten days we will be able to determine pretty accurately what will be the outcome of the present difference with Spain. But this war talk has not injured the bicycle industry nearly so much as the wretched weather we had during the month of April. Just give us four or five days or a week of warm, sunny weather, and the calamity howlers will be ashamed of themselves. There has been no slump in the market, and I find that the feeling of depression is more or less general. I find that this feeling has been said, extends practically within a radius of a hundred miles of this city. A phenomenal March, and the trade was more than encouraging all along the line. With continuous rain, mud, and cold and unseasonable weather, the local trade, of course, fell off. Then there was another week of rain, and the reports we have from the manufacturers and dealers. When that wonderful rush for bicycles came in March some of the makers and dealers were not ready for it. Their supply of wheels on hand in some cases was limited. In consequence, purchasers were compelled to wait. Then the disagreeable weather came along, and the intending purchasers probably decided to wait until the clouds rolled by. The reports we have from dealers throughout the country continue to be decidedly encouraging, and all seem confident that they will do better this year than was the case in 1897. The orders of the majority of them are ahead of this time last year."

With pleasant weather to-day there promises to be a large turnout of riders. Many clubs have arranged runs, and the thousands of unattached riders will be out in force. The rain has, of course, put the dirt roads of the surrounding country in bad condition, and washouts are frequent on many of the fine macadamized roads of nearby New-Jersey, Staten Island and Long Island. Repairs should be made as soon as possible, and as this is an era of good roads they will probably be made without loss of time. One of the finest roads of the district is that one on Long Island known as the Merrick Road. This thoroughfare has been the pride of residents of Long Island for several years. The wheelmen delighted to take visiting friends over this smooth and beautiful stretch of road, and to listen to their utterances of admiration. Free from troublesome hills and as smooth as the so-called "sandpapered" roads about Boston, the Merrick showed a procession of happy wheelmen on pleasant holidays and Sundays such as could be found in few other sections of the

of the organization who have been declaring that the League ought to give up the control of racing are having an lining. One of the staunch supporters of the L. A. W., who has always maintained that the League should control the sport, talked yesterday with W. S. Bull, the secretary of the New-York Division of the L. A. W. "You know," he said, "I have always contended that the League should retain the control of the sport, believing that if it allowed it to go into other hands the cause of the organization would be injured. But from the way that things have been managed this year I am beginning to think that the L. A. W. will have to give it up to save itself. The trouble began with that short-track scandal in Madison Square Garden last winter, and it has been getting worse ever since. Of course, some of the track-owners and promoters say that they have no fear of conflicting dates and that they are willing to take chances. They are honest enough in what they say at present, but when they get their fingers burned they will talk differently. The idea of not protecting a National circuit meet and a State meet



I. A. POWELL, The Amateur Champion.

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Advertisement for Hartford Bicycles. Text: 'Don't buy a CHEAP Bicycle, Buy a Bicycle CHEAP. HARTFORD BICYCLES, \$50. You can't do so well elsewhere with a \$50 bicycle investment. VEDETTE BICYCLES, \$40 and \$35. For men and women. Liberal options. Handsome finish in black or maroon. Up-to-date equipment. Our Guarantee Inspires Confidence. POPE MFG. CO., Hartford, Conn. NEW YORK STORES: 12 Warren Street, 1239-41 Fulton Street, Brooklyn, Metropolitan Bicycling Co., 60th Street and Boulevard. COLUMBIAS, HARTFORDS & VEDETTES are sold at SIEGEL COOPER CO., 6th Ave., 18th and 19th Sts.

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Advertisement for Tribune Wheel. Text: 'THIS IS THE TRIBUNE ... YEAR ... DO NOT BUY UNTIL YOU HAVE SEEN THE 1898 MODEL. TRIBUNE WHEEL. IN THE LEAD MORE THAN EVER THIS YEAR. Handsome Catalog free on request. U. S. NET AND TWINE CO., 316 Broadway, New York. T. E. BELTS CYCLE CO., 933 Eighth Ave., MATHEWS' BLDG., 105 West 125th St.

Advertisement for Road Maps. Text: 'ROAD MAPS of New Jersey, Eastern New York and New England by Districts. Price, 25c, and 50c. Handsomely colored. Roads and all points of interest shown. Sold by all dealers, or by mail. Send for descriptive catalogue. GEO. H. WALKER & CO., Lithographers, Boston, Mass. TRIBES, \$3.50 per warranted. Best made, year's warranty, \$3.50. MINERALIZED RUBBER CO., 15 Cliff-st. roads of Little Ferry, poor. Roads of Hackensack and Ridgewood, N. J., fair to good. Macadam roads of Suffern, N. Y., good; earth roads, muddy. Roads of Turners and Monroe, N. Y., fair, somewhat wet and muddy. Roads of Greenvale, Chester, Goshen and Middletown, N. Y., more or less muddy; macadam roads of Middletown, fair. Roads of Valley Cottage and New York, N. Y., rather muddy, with much mud on a sun and a brisk wind they will be improved. Roads of Haverstraw and West Haverstraw, N. Y., fair to good; earth roads somewhat dry. Roads of Fort Montgomery and Jones Point, fair to good. Macadam roads of Cranston, N. Y., good; earth roads and edge paths fair, but rough. Macadam and earth roads of Highland Falls, N. Y., in excellent condition; the road from Highland Falls to West Point (one mile distant) is straight and smooth. Earth roads of Cornwall, N. Y., muddy. Earth roads of Roseton, N. Y., good. Earth roads of West Park, N. Y., good. All roads of Ulster Park, N. Y., muddy. TRICK TO SELL CANCELLED STAMPS. Francis B. and Edward McNally, of No. 65 Morton-st., were arrested yesterday afternoon by Post-office Inspectors Jacobs and O'Brien, in the office of the Swayne Manufacturing Company, at No. 25 Beekman-st., for attempting to sell 17 worth of cancelled two-cent postage stamps. The stamps had been washed the cancellation marks, and the money was held by Commissioner Blake in order to be returned.